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AGO D/A ltr dtd 29 Apr 1980; AGO D/A ltr dtd 29 Apr 1980	

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**DEPARTMENT OF THE ARMY**  
**OFFICE OF THE ADJUTANT GENERAL**  
**WASHINGTON, D.C. 20310**

IN REPLY REFER TO

AGDA (M) (6 May 70)

FOR OT UT 701106

18 May 1970

**SUBJECT:** Operational Report - Lessons Learned, Headquarters, 269th  
Aviation Battalion, Period Ending 31 January 1970 (U)

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

1 Incl  
as

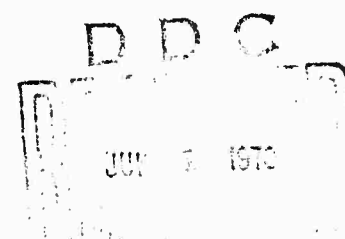
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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 269TH AVIATION BATTALION (COMBAT)  
APO 96353  
"DISCIPLINED PROFESSIONALS"

AVBACA-F-SC

14 February 1970

SUBJECT: Operational Report Lessons Learned (UIC WDUTTO) Period Ending  
31 January 1970 (RCS CSFOR - 65) (R2)

SEE DISTRIBUTION

1. References AR 525-15 and USARV Reg 525-15.
2. Attached is the Operational Report Lessons Learned covering the activities of the 269th Aviation Battalion (Combat) for the period 1 November 1969 through 31 January 1970.

FOR THE COMMANDER:

1 Incl  
as

*Richard J. Ryan*  
RICHARD J. RYAN  
CPT, INF  
Adjutant

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HEADQUARTERS, 269TH AVIATION BATTALION (COMBAT)  
APO 96353  
"DISCIPLINED PROFESSIONALS"

AVBACA-F-SC

11 February 1970

SUBJECT: Operational Report Lessons Learned of the 269th Aviation Battalion (Combat) for the period 1 November through 31 January 1970. (U)

## SEE DISTRIBUTION

### I. (C) Paragraph 1. Operation: Significant Activities

a. Mission: During this reporting period there has been no change in the 269th Aviation Battalion (Combat) mission.

b. Organization: During this reporting period there has been no change in organization of the 269th Aviation Battalion (Combat), present organization attached as Inclosure 1.

#### c. Personalities:

(1) Commander: Lieutenant Colonel Joseph A. Josh, 304-30-9881, Infantry, who replaced Lieutenant Colonel William A. Lawrence 546-38-1843, Field Artillery on 12 December 1969.

(2) Staff: The principal Staff Officers during the reporting period were:

(a) Executive Officer: Major George A. Morgan, 522-46-8666, Infantry, who replaced Major Richard J. Huston on 12 November 1969.

(b) S-1: Captain Richard J. Ryan, 527-60-6147, Infantry, who replaced Major Gerald R. Kunde on 5 December 1969.

(c) S-2: Captain Robert W. Laycock, 005-42-2146, Infantry, no change.

(d) S-3: Captain Jeffrey H. Thomson, 059-32-6137, Infantry, who replaced Major John V. Owens on 26 December 1969.

(e) S-4: Captain George P. McGeo, 266-56-6988, Armor, who replaced Captain John W. Davis on 18 November 1969.

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### (3) Subordinate Unit Commanders:

(a) Headquarters Company: Captain Heyward C. Sauls, 251-58-0548, Infantry, who replaced Captain Ronald M. Davis on 9 December 1969.

(b) 116th Aviation Company (Assault Helicopter): Major Gerald R. Kunde, 394-34-6505, Infantry, who replaced Major Alvin T. Jones on 10 December 1969.

(c) 187th Aviation Company (Assault Helicopter): Major Purvis L. Parker, 422-38-3197, Infantry, no change.

(d) 242nd Aviation Company (Assault Helicopter): Major Allan W. Hammerbeck, 473-36-1031, Field Artillery, no change.

### 2. (C) S-1

#### Personnel and Administration:

a. Maintenance of Unit Strength: The total battalion strength as of 31 January 1970, is shown as Inclosure 2. During the next 90 days a summary of projected losses is shown below.

#### Summary of Losses for the Next 90 day period:

	February	March	April
Officers	4	15	7
Warrant Officers	12	6	7
Enlisted	50	85	71

b. Replacements have been requisitioned in accordance with current directives. The replacement program has functioned smoothly in regard to number of personnel authorized, but has not functioned properly in regard to MOS replacement. A lack of properly trained personnel has resulted in an extensive, "On The Job" training program, which not only denies us school trained personnel in important positions, but takes the men away from the work in which they are best qualified. Below is a summary of personnel gains and losses during the period 1 November 1969 to 31 January 1970:

#### (1) Assignments:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
13	40	172

#### (2) Rotation to CONUS:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
17	30	189

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## (3) Casualties Returned to Duty:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
0	0	1

## (4) Casualties Evacuation:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
0	2	1

## (5) Killed in Action:

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
1	1	3

## (6) Killed: Not as of a result of hostile action

<u>OFFICERS</u>	<u>WARRANT OFFICERS</u>	<u>ENLISTED</u>
0	1	3

c. Reenlistment: During this quarter 9 personnel reenlisted in the battalion.

d. Promotions: Promotions during this quarter were as follows:

<u>CPT</u>	<u>1LT</u>	<u>CW2</u>	<u>E-8</u>	<u>E-7</u>	<u>E-6</u>	<u>E-5</u>	<u>E-4</u>
20	1	39	1	5	6	109	48

e. Reclassifications: 31 enlisted personnel were administratively reclassified during the quarter. Primary reason for this action was upgrading of MOS skills, adjustments in MOS to jobs performed, and enlisted promotions.

f. Retirements: There were no retirements or reversions to retired status during the quarter.

g. Civilian Personnel: There has been no change in the civilian personnel program administered by the battalion. Permanent hire personnel levels continue to be allocated by 12th Aviation Group (Combat) IAW USARV Regulation 690-7.

h. Awards and Ceremonies: Fourteen (14) awards ceremonies have been held during the quarter. A change of command was held on 10 December 1969 in which Major Gerald R. Kunde assumed command of the 116th Aviation Company (Assault Helicopter). Also on 10 December 1969, a change of command was held in the 269th Aviation Battalion area in which Captain Heyward C. Souls assumed command of Headquarters and Headquarters Company, 269th Aviation Battalion. Another change of command was held on 12 December 1969, in which Lieutenant Colonel Joseph A. Josh assumed command of the 269th Aviation Battalion (Combat) in a ceremony held at the 269th Battalion Headquarters.

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### i. Morale and Personal Services:

(1) The R&R program is continually stressed throughout the Battalion. During the quarter the Battalion received 236 and filled 165 allocations.

(2) Leaves granted during the quarter were as follows:

	<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED</u>
Emergency	2	2	8
Compassionate	0	1	0
Special	4	6	30
Ordinary	14	24	55

(3) Postal Service: Postal services have continued to be excellent thereby greatly assisting the morale of the battalion personnel.

j. Discipline: Law and Order: During the past quarter the following disciplinary actions have been conducted:

- (1) Special Court Martial - 0
- (2) Summary Court Martial - 1
- (3) General Court Martial - 0
- (4) Article 15 Impositions - 32
- (5) Article 32 Investigations - 1

k. Marriage to Foreign Nationals: None

l. Exchange Facilities, Clubs and Messes: The 242nd Aviation Company was recently accepted under the "Other Sundry Fund" of the 1st Aviation Brigade for the establishment of an officer's club.

m. Information Activities: During the quarter, November 1969 to January 1970, this battalion submitted 183 home town news releases and each month has shown an increase in the number submitted. This battalion realizes the significance of home town news releases in maintaining a high level of morale. Another inspirational device is the stories that appear in magazines, distributed by the command, concerning units in the battalion. In the November issue of Hawk Magazine, the 1st Aviation Brigade monthly publication, the Battalion was featured in two articles. Another method of recognizing achievements of personnel in the battalion is through the battalion newspaper, the Black Baron Release. This newspaper is a biweekly publication which stimulates interest in the battalion functions.

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### 3. (C) Intelligence and Security:

a. During this reporting quarter the intelligence section continued to place emphasis on its primary mission of gathering, analyzing and disseminating timely and accurate intelligence from all reliable sources for use by the battalion staff and companies with the goal of assisting and facilitating the accomplishment of the assigned mission.

b. This command has found it necessary to centralize control of Directive Familiarity Statements at the Battalion's S2 Section for all battalion personnel possessing a security clearance. Through Intelligence/Security inspections and surveys an excessive number of deficiencies consisting of improper execution of the statements were revealed at company level. This was the result of frequent changes of personnel charged with intelligence duties at that level and the fact that most of these personnel seldom had training or experience in intelligence and personnel security field. At the end of the reporting period, these records were transferred to the battalion intelligence section and sanitization and carding was in progress. Directive Familiarity Statements for personnel without a security clearance continue to be the responsibility of the company to which assigned. This new procedure will enhance overall security of the battalion and allow company personnel to devote more time to their primary duties.

c. Storage and handling of SECRET documents has been centralized at battalion level. The Battalion S2 Section is the only agency authorized to store material classified Secret. Formerly organic companies maintained their own Document Register and stored Secret material. Due to ready availability of these services at battalion, and lack of properly trained personnel at company level, it is felt that this new system affords better security without hampering or adversely affecting the battalion mission. Secret material on companies inventory has been disposed of in accordance with current directives.

d. As a result of visits and observations, it was noted that all companies' facilities for incineration of classified material were inadequate. Special emphasis was placed in this matter and at the end of the reporting period positive steps had been taken to alleviate this shortcoming.

e. During December the battalion intelligence section inaugurated a new intelligence map of the enemy situation. This map, posted daily, is situated at the Battalion Operations Center (BOC) and provides air mission commanders with up to date intelligence to in planning of airmobile operations. Data posted consists of SNIFFER, TRIANGULATIONS and INFRA RED readings obtained daily from the 12th Aviation Group (Combat). The Operations Center of each organic company is provided with the same information daily by the battalion intelligence section. This intelligence data is posted on the enemy map and made available to all aviators for mission planning and is used in conjunction with route planning, LZ and PZ selection.

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f. This battalion initiated a complete background check on indigenous personnel employed by organic companies within the Ou Chi complex. A roster of indigenous personnel has been submitted to the Ou Chi Labor Service office for further investigation by local Vietnamese Police. The 187th Aviation Company (Assault Helicopter) stationed in Tay Ninh, is performing the same personnel check in coordination with local authorities.

#### 4. (C) 3-3

##### Operations:

a. The 116th Aviation Company (Assault Helicopter) is presently engaged in a 91 day test, the purpose of which is to evaluate the capability and productivity of an assault helicopter company at full TO&E. The test period began 15 December 1969, and will terminate 15 March 1970. The original parameters of the test were:

(1) No restriction of blade hours, station time or assault package size.

(2) All mission ready aircraft will be utilized, except those aircraft used for training, maintenance and couriers.

(3) Provide no general support aircraft to II Field Force during the initial 30 days.

Phase I terminated on 20 January 1970. During the first 30 days, the 116th Aviation Company flew 3,492 hours, 600 hours more than the monthly average of the preceding 90 days. With this increase in flying hours, there was a marked decrease in aircraft availability. The UH-1D/H availability dropped from 85% to 68% and the UH-1C availability from 78% to 38%. This increased flying hour program raised the fatigue factor for all personnel to a dangerous level, and lowered the morale. See Inclosure 6 through Inclosure 9.

b. Based on an evaluation of the unit's performance and capabilities during the first 30 days, higher headquarters changed the criteria of the evaluation. Phase II commenced 21 January 1970. During the period 21-24 January 1970, the 116th Aviation Company (Assault Helicopter) provided a half package daily (5 UH-1D/H's and 2 UH-1C's) with a recommended 42 hour blade limit and an absolute 50 hour blade limit. Phase II continued on 25 January 1970, and will run through 8 February 1970, during which time the 116th Aviation Company (Assault Helicopter) will conduct operations with the standard package (9), four (4) and one (1) (10 UH-1D's and 4 UH-1C's) with an 84 hour daily blade limit. The criteria for Phase III has not yet been determined.

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c. The 187th Aviation Company (Assault Helicopter) located in Tay Ninh provided support to the 25th Infantry Division and 5th Special Forces. The 116th Aviation Company (Assault Helicopter), which is located in Ou Chi, provided non-divisional aviation support to 25th Infantry Division. The breakdown of support provided by each unit follows:

116th Aviation Company - 100% for 25th Infantry Division

187th Aviation Company - 97% for 25th Infantry Division and 3% for 5th Special Forces

d. The 242nd Aviation Company (Assault Helicopter) continued to provide support to IIFV and 25th Infantry Division. Each day they provide two (2) or three (3) aircraft to IIFV and three (3) or four (4) to 25th Infantry Division. The 242nd Aviation Company has continued to improve the working relationship with 25th Infantry Division and as a result are now providing about 10 tons per blade hour support to them.

e. A combined operation was conducted by the 187th Aviation Company on the morning of 29 November 1969. Together with seven (7) lift ships and a light fire team from 25th Aviation Battalion, a night combat assault was conducted.

f. In recent months, the 25th Infantry Division has changed their tactics for airmobile operations. The 116th Aviation Company, which normally supports the 2nd and 3rd Brigades of the division, has been working in platoon size operations. During the course of the normal day, the flights, which consist of four (4) lift ships, two (2) gunships and one (1) command and control aircraft, will insert three (3) to four (4) elements of ground troops. Throughout the rest of the day, they may move each element three (3) to four (4) times. This type operation has been used by both the 2nd and 3rd Brigades and has proven to be quite successful in keeping the enemy off balance. It should be noted, that this small unit type operation is only effective in areas of sparse vegetation and where the enemy personnel are considered to be small in number.

g. The tactics employed by the 187th Aviation Company who support the 1st Brigade of the 25th Infantry Division, differ greatly from the 116th Aviation Company. Due to the heavily forested areas found north of Tay Ninh, the home of the 1st Brigade, and the much larger enemy units which operate there, the small unit type operation is impractical. The 187th Aviation Company uses one (1) Command and Control aircraft, seven (7) lift ships and two (2) to three (3) gunships. The other two (2) aircraft, which the 187th Aviation Company committed to 25th Infantry Division each day, were used by 1st Brigade in a "mini-cav" type operation in conjunction with a light scout team (a OH-6A and an AH-1G) from 25th Infantry Division.

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### 5. (U) Training

a. During the last quarter, the 269th Aviation Battalion (Combat) continued to utilize the in-country training facilities of the 25th Infantry Division. There were 93 people sent to the school by the Battalion. The subjects taught in the school are enemy weapons, mines, booby traps, patrolling, land navigation, ambush and counter ambush techniques. In addition, this battalion receives allocations to refresher training in these subjects to enable personnel to better cope with the defense of the base camp. This two (2) hour block of instruction emphasizes perimeter defense and is run in conjunction with the other training.

b. The following Army Aviation Refresher Training School (AARTS) quotas were received and filled by personnel from the battalion.

<u>COURSE</u>	<u>HHC</u>	<u>116TH</u>	<u>187TH</u>	<u>242ND</u>
T-55-L-7 Engine				2
T-53-L-11 Engine		3		
T-53-L-13 Engine		1		
AH-1G/UH-1C Airframe		2	1	
UH-1D/H Airframe		1	1	
CH-47 Airframe				8
CH-47 Maint Supervisor				7
Tech Supply	1	1		1
PLL Clerk	1			
Tech Inspector		1	1	
Enlisted Armament		2	2	
Officer Armament		1	1	

### c. Aviator Training and Standardization

(1) Three (3) allocations for AH-1G transition were received and filled by the 187th Aviation Company (Aslt Hel).

(2) Three (3) allocations for UH-1 Instructor Pilot were received and filled. Two (2) of the allocations were filled by the 116th Aviation Company (Aslt Hel) and one (1) by the 187th Aviation Company (Aslt Hel).

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(3) Two (2) allocations were received for the Escape and Evasion School, of which one (1) went to the 187th Aviation Company (Aslt Hel) and the other to the 116th Aviation Company (Aslt Hel).

#### 6. (U) Logistics

a. Mess: A battalion mess inspection schedule was initiated by the Battalion S4. A monthly inspection is conducted of each mess in the battalion and a numerical score is awarded to indicate each companies standing within the battalion. Quarterly Group competition has shown that significant improvements were made within the battalion.

b. Self-Help Through PA&E: Under the provisions of AR 735-28, a 15 day stock level is authorized for certain self-help items i.e. lumber, plumbing fixtures, lighting fixtures, and building materials. This program was not used prior to December 1969, however, full utilization is now being made every 15 days.

#### c. Aircraft Maintenance Section:

(1) In the last ORIL, we mentioned the possible impact that the extended retrograde time might have. To date, neither of the Assault Helicopter Companies assigned, have had to perform a 22nd FE. This is due to USARV Regulation 750-1 and existing TWX's pertaining to the 22nd FE, which require units to turn aircraft into the supporting DSU if the down time on the aircraft is more than 30 days. The 20th Trans Company (DS) has absorbed 3 UH-1 aircraft due to extended maintenance required to complete the 2200 hour PMP. The 242nd Aviation Company has completed two 18th PMP's during this period and is processing a third. The old retrograde time of 1800 hours is felt to be a good time to rebuild these aircraft. To extend the flying time from 1800 hours to 2400 hours, extensive maintenance is required. The following is a record of down time and labor expended for the two organic Chinooks. Aircraft SN 66-106 was down 23 days, 18 for NORM, and 5 for NORS. The man hours expended were 2090.0. Aircraft SN 66-102 was down 14 days, 10 days for NORM and 4 days for NORS. The man hours expended were 725.9. This aircraft was not completed due to cracks discovered at station's 120.0 and 160.0 on the right side of the aircraft causing the aircraft to be retrograded due to extensive maintenance. If the aircraft had not been retrograded, it was estimated 150.0 man hours more would have been necessary to clean and return the aircraft to the fleet. Neither aircraft had any MWO's applied that would have normally been applied if the 18 FE or rebuild had been done in CONUS.

(2) The 116th Aviation Company (Assault Helicopter) has been participating in a test which has posed many new problems within the unit and battalion. The unit is at 100% TCE in aircraft. Much effort has been expended by higher headquarters to acquire MOS trained personnel to fill TCE slots, however technical inspectors remain critically short. The unit is authorized four (4), but to date have only one school trained and two (2) On-The-Job trained technical inspectors. Many items of TCE property still remain short in the maintenance section. Most of these items are

mechanics tool kits, armament kits, electrical test kits, and spare parts storage containers. These items are on requisition.

(3) The 187th Aviation Company (Assault Helicopter) is also feeling the impact of the test being conducted by the 116th Aviation Company. Some personnel were infused to the 116th at the beginning of the test, but at the present, the unit is receiving replacement personnel. While the units missions have not varied, maintenance has been operating at reduced strength. The AH-1G (Cobra) has been a problem recently it is felt that this is impart due to the units location at Tay Ninh, and the long distance from the supply point at the 20th Trans (DSU). Also a problem is that the unit has assigned 6 Cobra mechanics and only 2 of which are school trained at the AARTS school at Vung Tau. The others are OJT personnel on the Cobra.

## 7. (U) Signal

### Nestor Program

a. Due to the non-availability of the ZYS kits for the newer model UH-1H aircraft, the Nestor program within this battalion has stagnated. All earlier model UH-1's and all CH-47's are modified and equipped. However, out of the total number of UH-1's which are now modified, there are more than 30% without the C-8157 control heads and MT-3802 mounts. The equipment shortage is on an O2 priority requisition. Pilot acceptance of the Nestor system is improving as they become more aware of its advantages.

b. Comsec Accounts: To facilitate the proper operation and accountability of COMSEC materials within this battalion, separate accounts are being established at each company. Accounts are presently active in HHC, 269th Avn Bn (C), 187th Avn Co (Aslt Hel), and 242nd Avn Co (Aslt Spt Hel). The 116th AHC is currently awaiting account authorization.

c. Antenna Pole: After many months of unavoidable delays, the 70 foot telephone pole supporting the antenna top-hat complex has been erected. The completion of this project improved communication reliability between this command and its higher and lower echelons.

d. AN/GRC-10 Antenna: Even with the increased elevation in the FM antenna complex, difficulties are still experienced between battalion operations and the 187th AHC at Tay Ninh. AN/GRC-10 (Beam) antennas have been installed at both locations in an attempt to increase communications reliability. Although the signal levels of both stations have improved, the situation has not been corrected. There are large blocks of the day when radio contact is totally lost.



e. Communications Center: Recently, the battalion communications center, Black Baron Switch, the radio repair facility, and the battalion signal office was consolidated into one general operation. The consolidated, but separated sections allows for continuous operation of all areas, with a reduction in required personnel. Control and security measures are increased, contributing to a more fluent operation.

f. AN/GRC-122: A radioteletype AN/GRC-122 has been installed at battalion as a communications link up between Battalion and Group headquarters. The equipment was installed as a fixed facility and annexed to the communications center. At the present, the system is installed and ready for operation, pending connection to a proper 60 amp AC power source to be provided by PA&E.

#### 8. (U) Surgeon

a. The 269th Aviation Battalion (Combat) Dispensary continues to provide all outpatient services to members of the 116th Aviation Company, 242nd Aviation Company and Headquarters and Headquarters Company, including complete flight physical examinations. Flight status personnel from the 20th Transportation Company are also seen.

b. A second flight surgeon, Captain Thomas A. Artabane, joined the battalion on 6 November 1969, and was assigned to the 541st Medical Detachment at Tay Ninh. On 7 January 1970, Captain Charles E. Cox joined the battalion and was assigned to the 431st Medical Detachment here at Cu Chi. This brought the battalion up to strength on flight surgeons.

c. This dispensary was designated as an official FAA examining station for purposes of Class II and III FAA medical certificates in January 1970.

d. The 541st Medical Detachment which is attached to the 187th Aviation Company at Tay Ninh has nearly completed a new dispensary building to replace one destroyed by hostile fire in June 1969. Only minor finishing details remain to be completed at this time.

#### 9. (U) Aviation Safety

a. The 269th Aviation Battalion (Combat) has just completed two accident free months, December and January. This achievement deserves a "well done" given to all the officers and men in the 269th Aviation Battalion (Combat). During the month of November, we had three accidents in the battalion. From these accidents, we have learned several things; the most important being that constant alertness is required on the part of aviators and crew in all phases of aircraft operations. This has been emphasized at the monthly safety meetings. Every person on an aircraft, be he crew chief, gunner, pilot, or aircraft commander is required to be conscious of all the hazards inherent in flying, and to be constantly on guard to prevent these hazards from turning into a disaster.

b. The 242nd Aviation Company (Assault Support Helicopter) deserves a special "well done" for their achievement of more than 14 months of accident free flying. This shows a high degree of professionalism on the part of all aviators and crews of the 242nd ASHC. During this time, they flew more than 16,000 hours on just about every type of mission an assault support helicopter company can be called upon to do. This achievement disproves the old adage that "aircraft accidents will happen".

c. The 187th Aviation Company (Assault Helicopter) at Tay Ninh has flown in some of the most hazardous and rugged terrain in III Corps and supported the 25th Infantry Division on every sort of mission from combat assaults on Nai Ba Dinh to missions in the dense jungle area to the north of Tay Ninh. Flying accident free in such an environment is an example of a high degree of proficiency exhibited by the 187th Aviation Company (Assault Helicopter).

d. The 116th Aviation Company (Assault Helicopter) is undergoing a test of their men and machines in which the full capabilities of an assault helicopter company in support of an Infantry Division is being defined. Yet despite fatigue and extremely long flight hours, the 116th has proved just how good it is by not losing a single man or machine during the test to date. This speaks highly of the 116th and their dedication to the furtherance of the highest ideas of military aviation.

e. The 269th Aviation Battalion (Combat) can be justly proud of the fine work done in the months of December and January by its companies and confidently look forward to the months to come, knowing it is capable of doing an excellent job and that it exhibits the highest degree of what every aviators aims at "Professionalism".

#### 10. (U) Chaplain

a. Religious services for the three major faiths are available to all personnel within the command. Denominational Services are also available for various Protestant denominations. Services for Roman Catholic personnel are provided by Chaplains from the 25th Infantry Division. Roman Catholics in HHC 269th Aviation Battalion (Combat) have a mass in the Battalion Chapel, the 242nd, the 116th and 187th Aviation Companies attend mass in the Division Memorial Chapel and Brigade Memorial Chapel respectively, due to the close location of each. Jewish personnel in the units located at Cu Chi base camp attend services in the 25th Division Memorial Chapel. Special arrangements are made for those at Tay Ninh. All Jewish personnel are provided arrangements to attend days of special obligation such as Passover. The Battalion Chaplain conducts a Protestant Worship Service for the units as follows:

- (1) HHC, 269th Aviation Battalion (Combat):  
Sunday: 1100 hours Battalion Air High Chapel
- (2) 116th Aviation Company (Assault Helicopter):  
Sunday: 1000 hours EM mess hall

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- (3) 187th Aviation Company (Assault Helicopter):  
Sunday: 1930 hours Crusader's mess hall, Tay Ninh
- (4) 242nd Aviation Company (Assault Support Helicopter):  
Sunday: 0900 hours Muloskinner's Day Room

Attendances at Protestant and Roman Catholic Services remain the same. Greater emphasis on worship services is being promoted.

b. The Battalion Chaplain has continued a program of education and consultation. A briefing and letters of welcome are given to all new arrivals. He also conducts daily visits to subordinate units to better avail himself to all personnel who may need his assistance. A Chaplain's Corner is maintained in each orderly room. Bibles, Crosses, Rosaries, religious medals, tracts, pamphlets, etc are always available to everyone.

c. Memorial Services are held for all personnel who lose their lives while in this command. These services are normally conducted by the Battalion Chaplain, in cases of Roman Catholic personnel, a Catholic Chaplain is also present to say the Requiem Mass. These services are held in the Division or Brigade Chapels or in the area of the unit concerned.

d. Character Guidance: Classes are held each month on the topic prescribed by higher headquarters. The Chaplain conducts these classes for subordinate units whenever requested. In addition, a supplemental orientation sheet is prepared by the Chaplain and distributed in sufficient numbers to the unit training officers for all officers and enlisted men unable to attend the class.

e. The Civic Action program of the Battalion has been well organized and quite effective. The companies at Cu Chi are working on various projects in connection with the orphanage and school at Bac Ha. Much time and labor has gone into the building, repairing, and betterment of the facilities. Large quantities of food, and dry goods have been donated. A teacher has been sponsored, and the Chaplain teaches English twice a week.

f. The battalion has distributed 28,000 pounds of food, clothing and health items for Christmas and Tet. There has been a dedication of a Nursery and Day Care Center at Bac Ha, which is capable of handling 40 children. The men of the 187th at Tay Ninh are also donating much time and labor in their area to help the Provincial Hospital and a Home for the Aged in Cao Xa. They have also helped at Cao Xa with such projects as road rebuilding, Chapel construction, and general cleaning of several areas. The battalion now has a Donor Deposit Fund and a regular means of making collections. The fund continues to grow along with the greater interest and effort on the part of the Battalion.

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### Paragraph II: Lessons Learned

#### 1. (U) Personnel:

Use of OJT to fill essential personnel shortages in certain MOS's.

(1) OBSERVATION: Shortages in certain MOS's have occurred as a result of reduced replacement flow.

(2) EVALUATION: The reduced unit strength coupled with shortages in certain MOS's such as supply sergeant, motor sergeant, etc, requires vigorous use of the OJT program to insure continuity in the unit. Early consideration should be given to having personnel begin OJT in certain key positions if replacements are not available thirty days prior to DEROS of personnel performing the duty. In addition, after careful consideration of workloads, the assignment of personnel such as clerks, to fill dual TCE positions such as clerks and drivers, when feasible will greatly lessen the impact of personnel shortages on the unit.

(3) RECOMMENDATIONS: Recommend that a continuous evaluation of present and anticipated personnel shortages be made so that action such as the OJT program and dual assignment of certain positions can be planned.

(4) COMMAND ACTION: A continuous review of all TCE positions is being made, and personnel shortages are compensated for by use of OJT program and dual assignment of selected personnel.

#### 2. (U) Intelligence: None

#### 3. (C) Operations:

Insertion of Sniper Teams.

(1) OBSERVATION: In the past, the insertion of Sniper Teams has proven unsatisfactory due to the use of smoke grenades for marking of landing zones. The use of smoke grenades definitely pinpoints the exact location of the LZ for the Sniper Team, but the smoke can also be detected by the enemy.

(2) EVALUATION: When insertion of Sniper Team is conducted the problem is to confuse and deceive the enemy on the location of the landing zone. Use of smoke grenades for marking of LZs creates a threat to the Sniper Team inserted because it identifies the LZ not only to friendlies, but also to the enemy. A method the 116th Aviation Company has found most effective in marking the LZ without smoke is to have the Command and Control aircraft fly low level over the area. When the C&C aircraft is directly over the LZ it will relay to the Sniper Team aircraft by means of radio communication, "Mark, Mark". Utilizing this procedure, the pilot ferrying the Sniper Team can pinpoint the LZ without compromising the LZ to the enemy.

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(3) RECOMMENDATION: When inserting Sniper Teams the aforementioned procedure should be utilized because of its effectiveness of delivering sniper personnel without detection from the enemy. This eliminates the use of smoke grenades for marking of LZs and possible compromise of locations.

4. Organization: None

5. Training:

(a) FOD of CH-47A, T-55-L-7 Engines.

(1) OBSERVATION: Foreign object damage of CH-47A, T-55-L-7 Engines has resulted after engine screen has been removed and replaced. Small bolts, washers nuts, or fasteners can be left in engine inlet with screen placed over engine inlet. This will result in FOD when engine is started.

(2) RECOMMENDATION: Recommend close supervision of engine maintenance and thorough pre-flight before starting engines.

(3) COMMAND ACTION: Crews are educated to the hazard. Supervision of crews during engine maintenance and thorough pre-flight will reduce hazard of FOD.

(b) Proper load Organization.

(1) OBSERVATION: A great deal of time has been wasted recently due to improper planning and load arrangements.

(2) RECOMMENDATION: That each unit evaluates its Ground Commander Orientation program and assure that command emphasis is placed on the importance of continuously briefing ground commanders on operational SOP's.

(3) COMMAND ACTION: This unit is presently scheduling command orientation classes for resupply personnel at brigade level and lower.

(c) Screws placed on mast plug of forward transmission mast, (CH-47).

(1) OBSERVATION: In the 242nd ASHC Maintenance crews were placing the dust cover screws on top of the mast plug on the rotor shaft while performing torque checks. These plugs can become loose in the rotor and can tilt in the shaft allowing the screws to drop into the transmission if the screws are placed on the plug. This incident did happen in this unit and several man hours were lost removing the forward transmission sump, to recover the screws. It is also possible that all the screws might not reach the sump, but be caught in the gears, necessitating replacement of the transmission or if undetected a hazardous situation if the aircraft was flown.

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(2) **RECOMMENDATION:** Recommend that all maintenance crews be informed of the potential hazard and that close supervision of the crew to insure that the screws are not placed in this area during retorquing of the forward rotor head.

(3) **COMMAND ACTION:** Crews are cautioned and closely supervised during torque of the forward rotor head to insure that all screws are accounted for when the job is completed.

6. (U) Logistics: None

7. (U) Communications: None

8. (U) Material:

(a) Flexible Tube

(1) **OBSERVATION:** The engine exhaust pipe flexible tube on the M35A2C truck often breaks because of excessive vibration.

(2) **RECOMMENDATION:** Relocation of the flexible tube to the exhaust manifold elbow and remove the original flexible tube. Secure pipe to the frame with a clamp.

(3) **COMMAND ACTION:** 242nd ASHC has submitted a EIR to higher headquarters recommending relocation of the engine exhaust pipe flexible tube on the M35A2C truck.

(b) Cleaning Apparatus (mess hall).

(1) **OBSERVATION:** The 242nd ASHC experienced a problem in the mess hall in that a lack of strong water pressure and/or steam to properly clean the mess hall equipment which resulted in a serious lack of proper sanitation.

(2) **RECOMMENDATION:** The maintenance and service section within this unit employs water trucks and portable steam cleaners to clean vehicles, ground handling equipment, and often aircraft. By using these assets on a scheduled basis, the mess equipment can be cleaned thoroughly and therefore making an improvement in sanitation.

(3) **COMMAND ACTION:** The water truck is being used on a scheduled basis and the mess hall is being modified to accommodate a portable cleaner system.

(c) M-37 Field Range Unit.

(1) **OBSERVATION:** When used as a cooking unit the M-37 Field Range Unit is operated at 30 to 50 PSI. The means provided to give this pressure is a mere bicycle style hand pump. This pump is not only slow but provides only a limited amount of pressure which in turn limits the flame variation of this unit.

(2) RECOMMENDATION: In each 2½ ton truck, which includes the unit ration truck, there is an air compressor. By using this compressor or any other mechanical means to pressurize the M-37 Range, we can provide the optimum pressure to the field range, thus providing a greater number of uses and increasing the reliability of the M-37.

(3) COMMAND ACTION: The policy of using the 2½ ton ration truck to pressurize the M-37 was included in the Unit SOP.

(d) Universal Flange for ½ Ton Truck, Utility (M51A1).

(1) OBSERVATION: The Universal Flange has a threaded center disc that tends to work loose, allowing the axle to wobble excessively which in turn causes a failure in the axle universal joints. It also allows oil to leak from the differential.

(2) RECOMMENDATION: Tighten the center disc and braze or spot it in place.

(3) COMMAND ACTION: The unit uses welding apparatus to weld the universal center disc in place.

(e) Upper aft APU mount

(1) OBSERVATION: The 242nd has been experiencing problems with the upper aft APU mount cracking out. This discrepancy apparently has been causing vibration of the APU and metal fatigue. Since the mount is not designed to withstand much stress this unit applies the following repair to re-enforce the damaged areas.

(2) RECOMMENDATION: The repair consisted of sandwiching the damaged area with .040 T-3 sheet metal, fabricating a new APU mount from .040 T-3 sheet metal, and re-enforcing two stiffeners with .040 T-3 sheet metal. When installing the new APU mount, insure that the hole for the mount bolt is toward the aft of the aircraft. The complete repair requires approximately 35 to 40 man hours.

(3) COMMAND ACTION: It is assumed that this discrepancy is caused by either one of the four APU mounting points becoming loose therefore causing more stress to be applied to the other mounts. Excessive play in the vertical rod of the APU mount could also cause this condition to occur. TI's and flight crews are advised to check these areas very thoroughly during PMI and PMP inspection to detect any cracks while they are still able to apply a minor repair to return the mount to a serviceable condition.

NOTE: See inclosure for drawings and rivet sizes used to accomplish the above mentioned repair.

9 Incl  
as  
Incl 2 wd HQ, DA

17

JOSEPH A. JOSE  
JTC, INF  
Commanding


AVBACA-SC (14 Feb 70) 1st Ind  
SUBJECT: Operational Report - Lessons Learned of 269th Aviation Battalion  
(Combat) for Period Ending 31 January 1970 (RCS CSFOR-65) (R2) (U)

DA, HQ, 12th Avn Gp (Cbt), APO 96266 24 Feb 70

TO: Commanding General, II Field Force Vietnam, APO 96266

1. (U) In accordance with USARV Reg 525-15, subject report is forwarded.
2. (U) Reference Section I, paragraph 4a. This subject was submitted as an Operations Lesson Learned in the 12th Aviation Group (Combat) Headquarters Operational Report, dated 11 February 1970, para 2c(1).
3. (U) Reference Section I, paragraph 7a. The UH-1H, tail numbers 68-15325 and higher, are now receiving the ZYS retrofit modification, and have been for over a month. The ZYS team at Vung Tau is able to make a slight modification to the ZYS kit so that it can be installed in the high tail number UH-1H's.
4. (U) Reference Section I, paragraph 7d. Corrected alignment and orientation of the AN/GRC-10 antenna eliminated the loss of radio contact with the 187th periodically during the day.
5. (U) Reference Section II, paragraph 1.
  - a. 12th Avn Gp and 1st Avn Bde are keenly aware of the shortages of school trained personnel existing within the subordinate commands. As a result, higher headquarters has been notified of the shortages.
  - b. Until these critical vacancies can be filled with school trained personnel, the on-the-job training program must be utilized to the fullest extent possible.

FOR THE COMMANDER:

  
JOHN W. JOHNSON  
Major, Infantry  
Adjutant



AVFBC-RE-H (14 Feb 70) 2nd Ind  
SUBJECT: Operational Report - Lessons Learned UIC WDUTTO Period Ending  
31 January 1970 (RCS CSFOR-65) (R2)

DA, HQ II FFORCEV, APO San Francisco 96266 7 MAR 1970

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96307

Commanding General, US Army Vietnam, ATTN: AVHGC(DST), APO 96375

Commander-In-Chief, US Army Pacific, ATTN: GPOP-DT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

This headquarters has reviewed and concurs with the Operational Report -  
Lessons Learned of the 269th Combat Aviation Battalion for the period ending  
31 January 1970, as indorsed.

FOR THE COMMANDER:

*W. L. Boshans*  
W. L. BOSHANS  
CPT, AGC  
Asst. AG

AVBAGC-0 (14 Feb 70) 3rd Ind

SUBJECT: Operational Report - Lessons Learned for 269th Aviation Battalion  
(Combat) for Period Ending 31 January 1970 RCS CSFOR-65 (R2)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

16 MAR 1970

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC (DST),  
APO 96375

Commander-In-Chief, United States Army Pacific, ATTN: GPCP-DT,  
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

1. This headquarters has reviewed subject report and concurs with the  
contents as indorsed.

2. This OR-LL does not include all required Safety data. Records at this  
headquarters state that the 269th Aviation Battalion (Combat) flew 22,206  
hours and had 3 accidents for an accident rate of 13.5.

FOR THE COMMANDER:



ARTHUR W. LITTLE  
CPT AGC  
Asst AGC

AVHGC-DST (14 Feb 70) 4th Ind  
SUBJECT: Operational Report Lessons Learned, 269th Aviation Battalion  
(Cbt), Period Ending 31 January 1970 RCS CSFOR-65 (R2)

Headquarters, United States Army, Vietnam, APO San Francisco 96375

30 MAR 1970

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1970 from Headquarters, 269th Aviation Battalion (Combat) and concurs with the comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "Foreign Object Damage of CH-47 Engines", page 15, paragraph 5(a): concur. This information will be published in the USARV Aviation Safety Weekly Summary.

b. Reference item concerning "Screws Placed on Mast Plug of Forward Transmission Mast (CH-47)", page 15, paragraph 5(c): concur. This information will be published in the 34th General Support Group newsletter.

c. Reference item concerning "Upper Aft APU Mount", page 17, paragraph 8(e): concur. The inspection of this mount is mandatory at all periodic inspections. The repair procedures presented will be published in the 34th General Support Group newsletter.

d. Reference item concerning "Universal Flange for  $\frac{1}{4}$  Ton Truck, Utility (M151A1)", page 16, paragraph 8d: nonconcur. When the threaded center disk works loose, this is an indication that the lock washer under the flange mounting bolt lost tension. A new lock washer and seal should be installed, bolts properly torqued and tab lock set in place IAW paragraphs 2-137 and 2-138, TM 9-2320-218-20. Welding the center disc in place will cause difficulty when replacing bolts or other parts on the flange. The unit was notified of proper procedures and cited reference. No further action is deemed necessary by this or higher headquarters.

FOR THE COMMANDER:

  
L. D. MURRAY  
CPT, AGC

Assistant Adjutant General

Cy furn  
1st Avn Bde  
269th Avn Bn

GPOP-DT (14 Feb 70) 5th Ind (U)


SUBJECT: Operational Report of HQ, 269th Aviation Battalion (Combat)  
for Period Ending 31 January 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 7 APR 1970

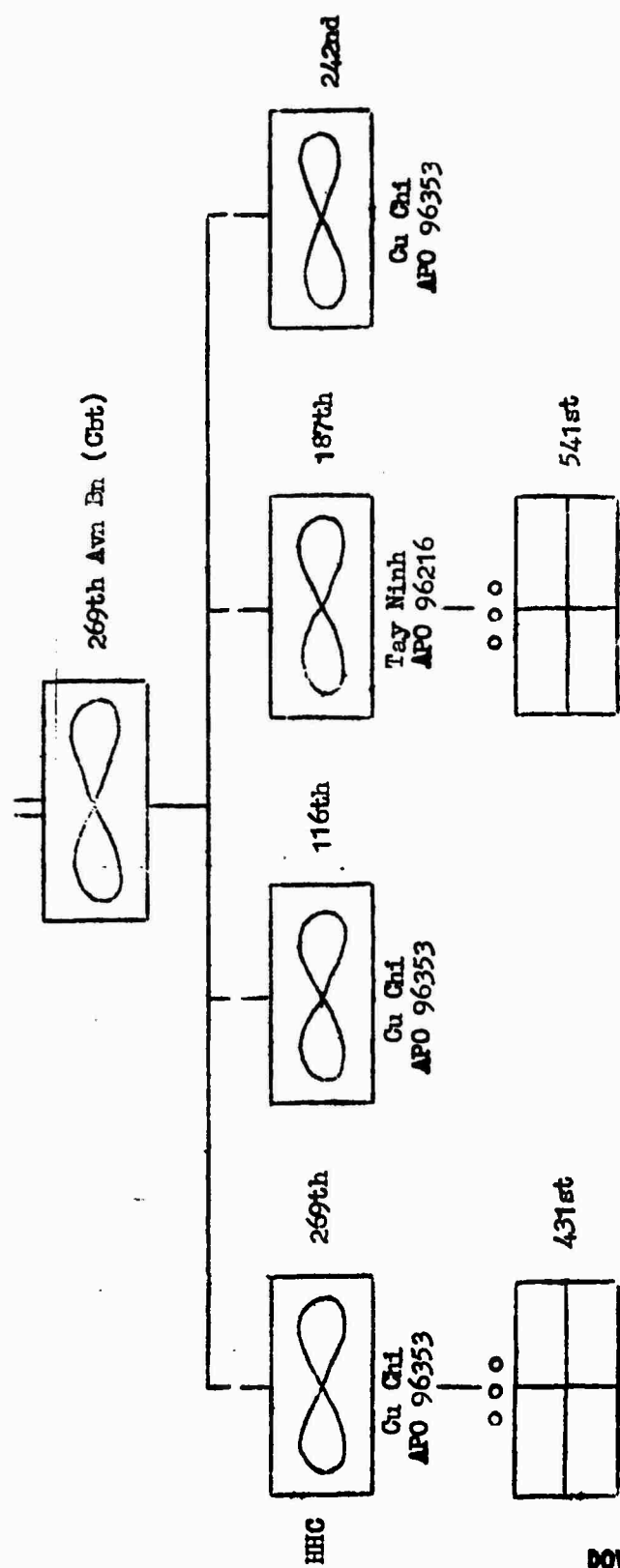
TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
C. L. SHORTT  
CPT, AGC  
Asst AG

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Incl 1

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DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

Incl 3

OPERATIONAL STATISTICS  
HEADQUARTERS, 269TH AVIATION BATTALION (COMBAT)  
QUARTER ENDING 31 JAN 1970

UNIT	SORTIES FLOWN	TROOPS LIFTED	TONS CARGO	VC KIA	STRUCT DEST	A/C COM LOSS	A/C COM DAM	ROCKET DAM	FLYING HOURS	COMBAT ASSAULT DAYS
116th	42,057	84,524	7	284	65	1	17	0	10,075	92
187th	24,932	60,948	72	3	14	1	9	12	8,622	89
242nd	12,465	43,093	27,162	0	0	0	1	0	3,310	0
EN TOT	79,454	188,565	27,241	287	79	2	27	12	22,007	181
EN AVG PER MO	26,484	62,855	9,080	96	27	.6	9	4	7,335	***

1-4

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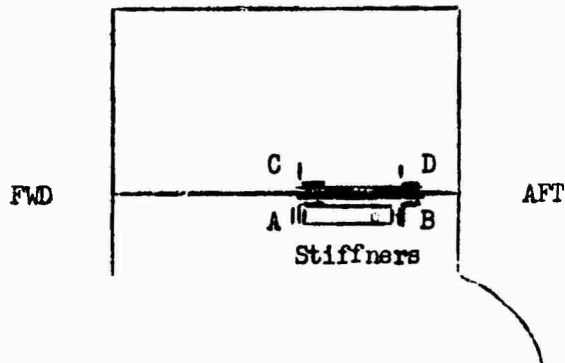
AIRCRAFT STATUS  
HEADQUARTERS, 269TH AVIATION BATTALION (COMBAT)  
AS OF 31 JAN 70

UNIT	UH-1B/C		UH-1D/H		OH-6A		OH-47		AH-1G	
	AUTH	ASG	AUTH	ASG	AUTH	ASG	AUTH	ASG	AUTH	ASG
HQ, 269TH AVN BN (C)	0	0	0	2	3	0	0	0	0	0
116TH AVN CO (ASLT HEL)	8	8	22	23	0	0	0	0	0	0
187TH AVN CO (ASLT HEL)	0	0	22	22	0	0	0	0	6	6
242ND AVN CO (ASLT SPT HEL)	0	0	0	0	2	0	16	16	0	0

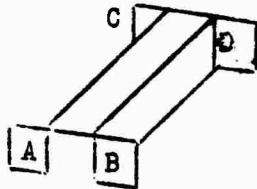
DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
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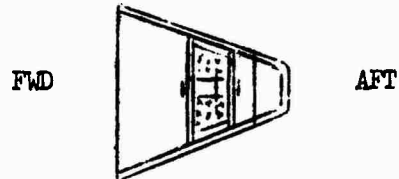
**Tail Fairing**  
P/N 114S4907



Bottom of original tail fairing was sandwiched with .040 T-3 Sheet Metal Stiffeners A and B were re-enforced on the outside with .040 T-3 Sheet Metal Stiffeners C and D were removed and reinstalled after the upper sheet of .040 T-3 Sheet Metal was installed.



APU MOUNT



BOTTOM VIEW TAIL FAIRING

Rivets that secure flanges A,B,C, and D of APU mount are 5/32  
Rivets used for securing .040 plates are 1/8  
Rivets used for securing mount to fairing are 5/32



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## 116TH ASSAULT HELICOPTER COMPANY 15 Dec 69 - 13 Jan 70

### 30 DAY TOTALS

TOTAL TIME	3,492
CA SUPPORT TIME	2,671
UH-1D/H	2,072
UH-1C	599
OTHER	821

#### OTHER UNIT SUPPORT TIME

UH-1D/H	61
AH-1G/UH-1C	373

### 30 DAY AVERAGES

TOTAL TIME	117
CA SUPPORT TIME	90
UH-1D/H	70
UH-1C	20
OTHER	28

#### OTHER UNIT SUPPORT TIME

UH-1D/H	2
AH-1G/UH-1C	13

SORTIES	14,880
TROOPS	30,742
CARGO	2 TONS

INSERTIONS	1,305
NIGHT OPERATIONS	3
KDA	100

SORTIES	496
TROOPS	1,025
CARGO	.06 TONS

INSERTIONS	43
A/C REQUIRED	.
UH-1D/H	15
UH-1C	6

A/C PROVIDED	.
UH-1D/H	13
UH-1C	4

AVERAGE TIME FOR ESSENTIAL  
OVERHEAD: 72.9

AVERAGE TIME PER OPERATIONAL  
PILOT: 119.3

INCLOSURE 6 (C) (Evaluation Statistics 1st 30 days, 116th Avn Co  
Airmobile). 2900 hours is the monthly average  
for preceding 90 day period for 116th Avn Co.

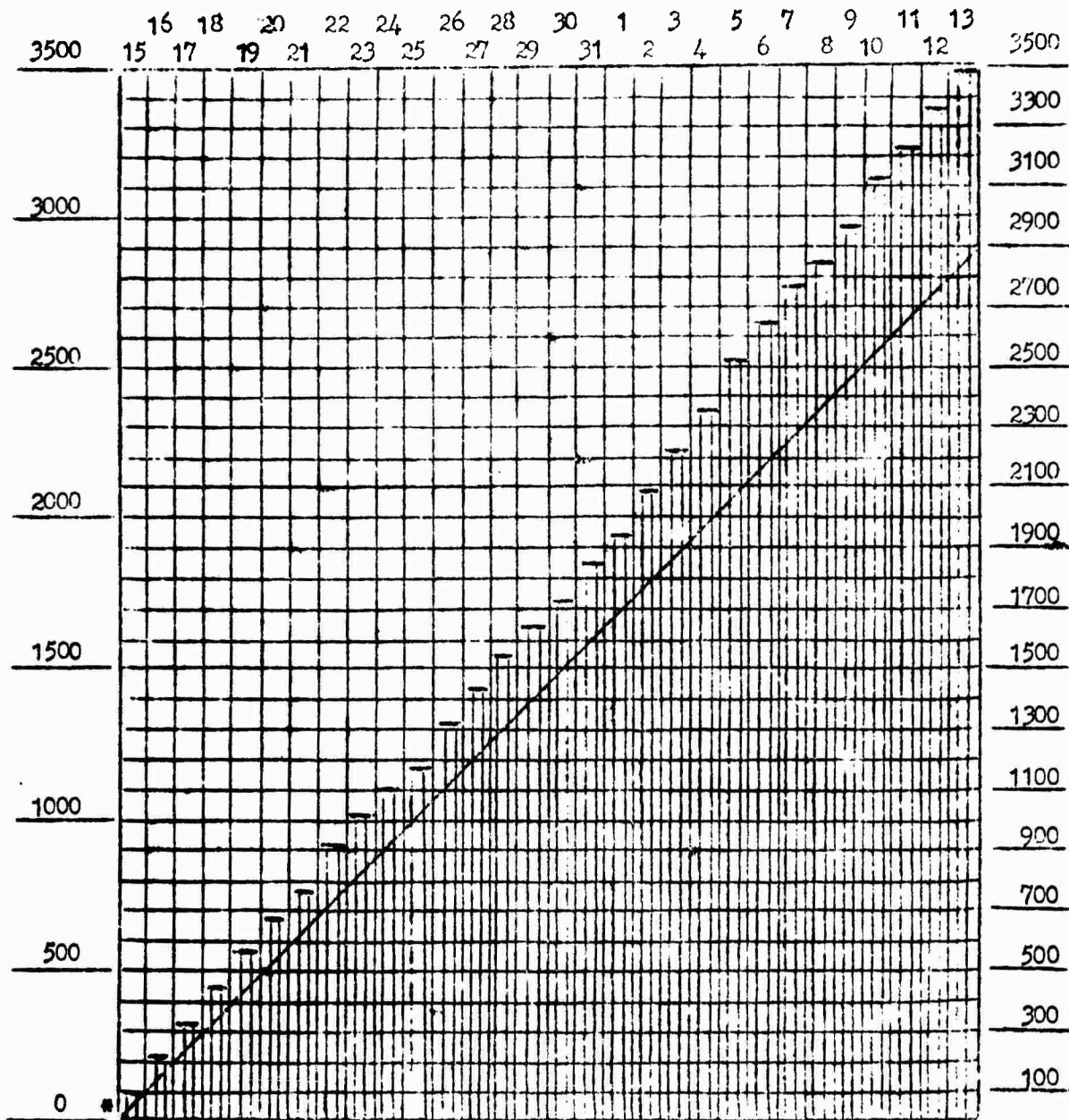
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FLYING HOURS  
15 DEC - 13 JAN



\*2900 hours is the monthly average for the preceding 90 day period for the 116th Aviation Company 25

INCLOSURE 7 (U) (Flying hours 1st 30 days)

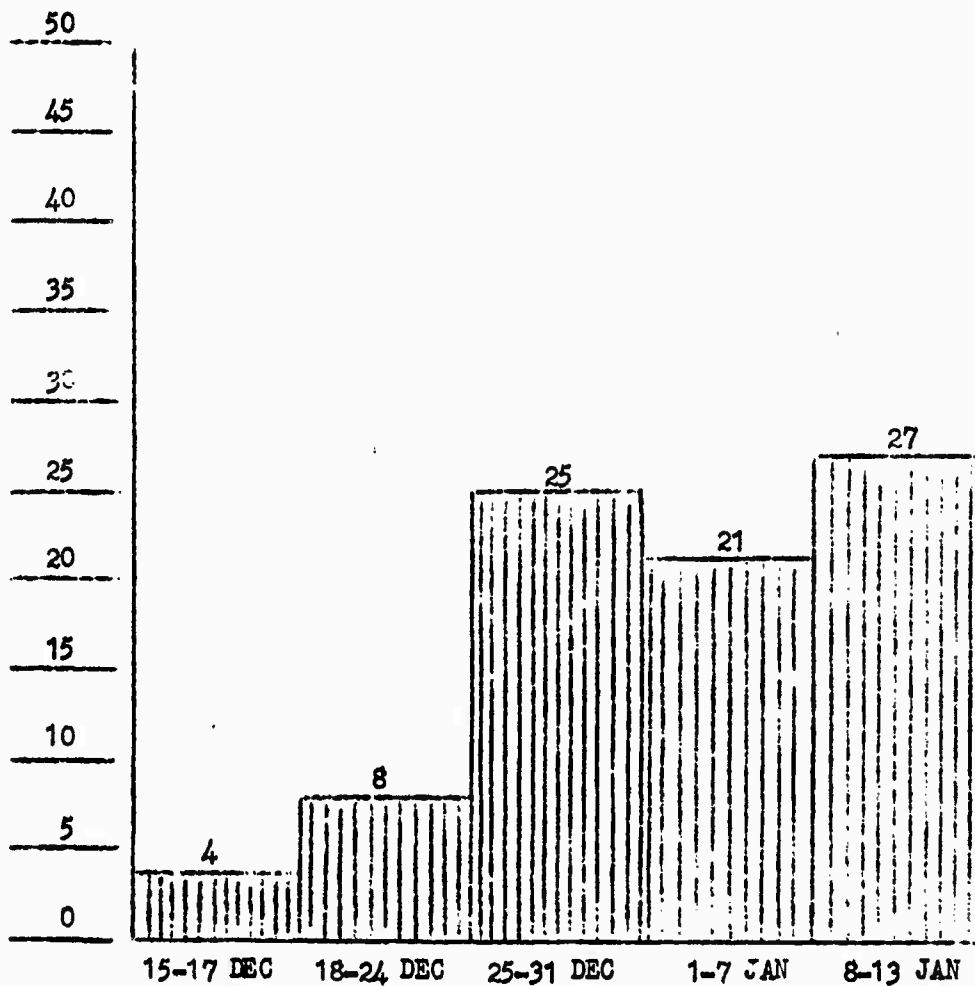
TOTAL TIME 3492

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**PILOT DAYS OVER 140 HOURS  
15 DEC - 13 JAN**



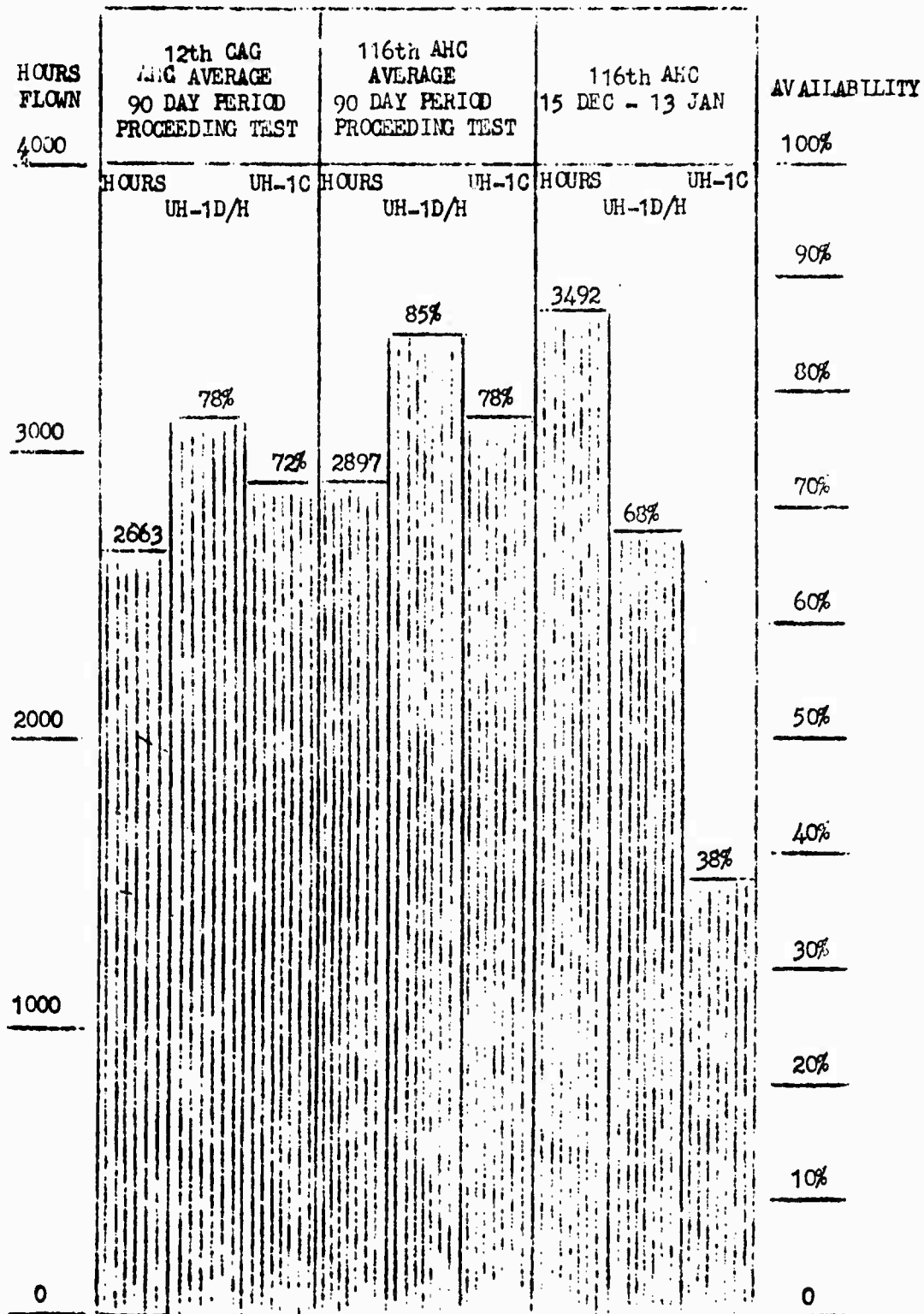
INCLOSURE 8 (U) (Pilot Days over 140 Hours)

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DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10**

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INCLOSURE 9 (U) (Aircraft Availability 1st 30 Days of Test Period)

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UNCLASSIFIED

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		2b. GROUP
		4
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CO, 269th Aviation Battalion		
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